United Nations TD/B/C.I/35

United Nations Conference on Trade and Development

Distr.: General
22 May 2014

Original: English

Trade and Development Board
Trade and Development Commission
Sixth session
Geneva, 5–9 May 2014

Report of the Trade and Development Commission on its sixth session

Contents

			Page
I.	Agreed conclusions		2
II.	Chair's summary		3
	A.	Opening of the session	3
	B.	Reports of expert meetings	5
	C.	The role of international trade in the post-2015 development agenda	8
	D.	Developing sustainable and resilient transport systems in view of emerging challenges	9
	E.	Promoting and strengthening synergies among the three pillars	11
	F.	Other business	13
	G.	Closing of the meeting	13
III.	Organizational matters		13
	A.	Opening of the session	13
	B.	Election of officers	14
	C.	Adoption of the agenda and organization of wor	14
	D.	Adoption of the report of the Commission to the Trade and Development Board	14
Annex I			
	Draft provisional agenda for the seventh session of the Trade and Development Commission		15
Annex II			
	Attendance		16

GE.14-03576

1403576

Please recycle

I. Agreed conclusions

1. The role of international trade in the post-2015 development agenda

(Agenda item 4)

The Trade and Development Commission

Recognizing that international trade is a key enabler for achieving the United Nations post-2015 development agenda, and that optimizing its impact on development depends on greater coherence of trade policy with other policies;

1. *Takes note* of the analysis on the contribution of international trade to development provided by the UNCTAD secretariat in its background document (TD/B/C.I/33);

2. *Stresses* that open, universal, equitable, rules-based, and non-discriminatory participation in international trade can deliver major benefits for development, which are of key relevance to developing countries, especially least developed countries (LDCs);

3. *Considers* that the nexus connecting trade, structural transformation, productive capacity and economic growth on the one hand, and inclusive and equitable development on the other, requires pursuing a coherent mix of adequate economic, environmental and social policies at all levels;

4. *Recognizes* that the role of trade in development should be adequately reflected in the post-2015 development agenda and sustainable development goals as a key enabler and means to achieve inclusive economic growth and sustainable development;

5. *Requests* the UNCTAD secretariat to proactively continue its participation in and to further its substantial contribution to the post-2015 development agenda and the sustainable development goals, including to the relevant United Nations-wide activities in this regard, and encourages all stakeholders in a position to do so to provide financial support for the implementation and follow-up of its work.

2. Developing sustainable and resilient transport systems in view of emerging challenges

(Agenda item 5)

The Trade and Development Commission

1. *Considers* that the 10-year review of the Almaty Programme of Action provides an opportunity to prepare for a new agenda for landlocked developing countries (LLDCs) to benefit from greater assistance in the design and implementation of sustainable and resilient transit transport systems in view of persistent and emerging development challenges, as well as to perform, evaluate and allow for an exchange of knowledge and experiences to address the particular challenges of these countries. The post-2015 development agenda should include a discussion on transport sustainability as it is a priority for LLDCs and transit developing countries;

2. *Recognizes* that sustainability and resilience are important for all countries, particularly developing countries, with special attention to small island developing states (SIDS) in view of their unique economic, social and environmental vulnerabilities. SIDS remain a special case for sustainable development as reaffirmed by the international community at the Rio+20 Conference. The stakes involved in devising sustainable and resilient transport systems in SIDS are of great magnitude given the prevailing unique

transport challenges inherent to their size, geographical, topographical and climatic features;

3. *Recognizes* that for transport systems to be sustainable and resilient, more attention should be given to addressing their social, economic and environmental dimensions;

4. *Stresses the need* to mobilize financial resources at all levels to support the implementation of sustainable and resilient freight transport systems;

5. *Requests* UNCTAD to continue, within its current mandate, to monitor, analyse and assess the trade logistics needs of developing countries, in particular LDCs, LLDCs and SIDS, and assist them in the design and implementation of sustainable and resilient transport systems with particular emphasis on building national and regional capacities to effectively mainstream sustainability and resilience considerations into transport-related policies and strategies, including investment and finance;

6. *Requests* UNCTAD, in accordance with the Doha Mandate, to continue providing support in trade and transport facilitation, including customs automation and technical assistance and capacity-building towards the implementation of multilateral and regional trade-facilitation agreements, and encourages all stakeholders in a position to do so to provide further technical assistance for the implementation and follow-up of its work in this regard.

II. Chair's summary

A. Opening of the session

1. In addition to the Deputy Secretary-General of UNCTAD, the following speakers made statements: the representative of Egypt on behalf of the Group of 77 and China; the representative of Trinidad and Tobago on behalf of GRULAC; the representative of Madagascar on behalf of the African Group; the representative of Benin on behalf of LDCs; the representative of Jordan on behalf of the Asian Group, the representative of Belarus on behalf of Group D, the representative of Paraguay on behalf of LLDCs; and the representative of the European Union. Statements were also made by representatives of the United States of America, China, the Philippines, Ecuador, and Morocco, and by the Director of the Division on Technology and Logistics (DTL) and the Officer-in-Charge of the Division on International Trade in Goods and Services, and Commodities (DITC).

2. The Deputy Secretary-General of UNCTAD explained the efforts of the international community to shape the post-2015 development agenda that would be universal, comprehensive and transformative and would play a central role in shaping development thinking and processes in the future. He stated that in discussing the post-2015 development agenda, beyond goals, targets and indicators, it was imperative to focus on the types of national policies and the international context that would harness the enabling power of trade for development. He also noted that trade alone is an insufficient condition to promote and sustain inclusive development. The extent to which trade translates into improved livelihoods, poverty reduction and environmental sustainability, depends as well on coherent policies, supportive frameworks and governance at all levels – national, regional and international.

3. Some regional groups and many delegations underlined that agriculture and food are the major economic sectors in developing countries for foreign earnings, employment and income creation, and poverty reduction. A third of the world's population depends on agriculture; eight out of ten of the working poor live in rural areas; and over 870 million people remain undernourished. Delegations also noted that for trade to be an "enabler" of

sustained growth and broad-based development, harmful distorting subsidies should be reduced, and productive capacities in developing countries need to be improved.

4. Many delegations noted that the proliferation of non-tariff measures, in the form of public and private standards, continue to restrict trade, increase production costs and are effectively locking out small-scale producers from markets. UNCTAD's work in this area – up-to-date statistics, information and impact analysis – can help improve market access opportunities for developing countries.

5. Four regional groups and many delegations appreciated the timely effort of UNCTAD, and the background paper (TD/B/C.I/33), in deliberating upon the important subjects of post-2015 sustainable development agenda. It was emphasized by one regional group and a few delegations that the strategies and instruments of trade promotion must be accompanied by social measures that will foster durable and equitable development. One regional group asked for full implementation of the Istanbul Programme of Action.

6. Three regional groups and many delegations appreciated the initiative "Geneva Dialogue" on the post-2015 sustainable development agenda by UNCTAD and hoped that this would contribute positively towards the process taking place in New York.

7. The Deputy Secretary-General of UNCTAD encouraged the Commission to address the need to develop sustainable and resilient transport systems in the face of emerging challenges, most notably climate change, shifting trade patterns and volatile fuel prices. For SIDS and LLDCs in particular, the potential impact of climate change on trade logistics and capacities cannot be ignored. The Deputy Secretary-General informed the Commission that UNCTAD is currently working on the challenges faced by SIDS and LLDCs, including the need to finance sustainable transport development.

8. Most delegates welcomed the UNCTAD secretariat background paper, TD/B/C.I/34, and encouraged the Commission to consider future transport infrastructure development and services by addressing better land use and logistics planning, shifting to more efficient transport modes, and improving fuel and vehicle technologies while bearing in mind the social, economic and environmental dimensions of sustainable and resilient transport systems.

9. A number of delegates stressed the importance of the ongoing support of UNCTAD to developing countries in implementing the obligation of the World Trade Organization (WTO) Agreement on Trade Facilitation. It was stated that the Agreement on Trade Facilitation is especially important for LLDCs that, through the effective implementation and enforcement of the Agreement, will benefit from the export, import, and transit procedures. For the future implementation of the Agreement, delegates urged UNCTAD to continue its focus on supporting the creation and sustainable operation of national trade-facilitation committees. Given the increasing importance of such committees, not only as a WTO obligation, but also as a key component of any comprehensive trade-facilitation reform programme, delegates count on UNCTAD's experience and continued support in this area of work.

10. One regional group and a few delegations emphasized the need for the successful completion of the ongoing WTO Doha Development Agenda negotiations. One regional group mentioned that global financial uncertainty continues to jeopardize the economic growth of many countries and it is imperative to achieve sustained economic growth through inclusion of vulnerable countries into global economic system.

11. In the context of capacity-building for developing countries (paragraph 166 of the Accra Accord) some delegates also emphasized the importance of regional training for the development of trade capacity for national public services. Delegates called for UNCTAD to intensify its efforts in providing more appropriate solutions in relation to demands,

including by multiplying initiatives to accommodate more participation in the regional training. This appeal is also addressed to partners and donors whose support enables UNCTAD to implement its mandates.

12. One regional group stressed the importance for UNCTAD to continue strengthening its research and analysis on issues related to the development of Africa. It was also mentioned that Aid for Trade must be included in the national plans and strategies of developing countries and regional-level technical assistance should be provided to improve trade capacities.

B. Reports of expert meetings

1. Reports of the multi-year expert meetings

(a) Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation
(Agenda item 3 (a) (i))

13. The Commission took note of the report of the Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation on its first session (TD/B/C.I/MEM.7/3).

14. The Vice-Chair-cum-Rapporteur of the expert meeting presented the report, noting that discussions held by the meeting participants had aimed to identify opportunities for LLDCs to design and implement, in cooperation with neighbouring transit developing countries, mutually beneficial transport and logistics solutions. While examining the progress made in the implementation of the Almaty Programme of Action, experts also explored in greater depth transport and logistics innovation, and reviewed the recent progress made in matters related to improvements in operation of transit transport systems for overseas trade to and from landlocked countries, including new methods that have developed to measure transit logistics efficiency in corridors. Emphasis was given to the legal and institutional framework behind the establishment of corridors and upon the overarching aim to promote efficient transit transport systems and increase global competitiveness. Best practices of transit corridors in Africa, Asia and Latin America were examined in some detail and showed how different approaches could achieve the same result of increased trade. It was noted that transit traffic can be beneficial to a transit country by increasing trade volumes both on land and in ports, thereby bringing about economies of scale that domestic customers can also benefit from. The establishment of transport observatories to generate relevant performance indicators and monitor electronically the performance of corridors was also considered.

15. The experts observed that most landlocked countries have signed transit transport or transit trade agreements with their neighbouring coastal countries. While most of these instruments meet specific needs and have been designed and negotiated to grant open transit passage to trade of landlocked neighbouring countries, freedom of transit should not be the sole or main goal of any transit agreement. Many of them already cover access to customs-related transit documentation and guarantee schemes, as well as the development of facilities and specific zones made available in transit ports for landlocked countries to receive, store and dispatch their trade for inbound and outbound transit trade.

16. Experts also discussed such recent developments as managerial and technological progress in port logistics, improvement of intermodal transport, the increasing use of information and communications technologies in business sectors to manage operations and public administrations to oversee traffic at border points. National customs transit monitoring systems from different regions and UNCTAD's own Automated System for Customs Data (ASYCUDA) were discussed.

17. The Chair stated that rich, constructive and useful discussions were held during the expert meeting, and that numerous suggestions were made by experts underscoring the role that UNCTAD should continue to play in providing technical assistance, undertaking research and analysis and dissemination information on best practices. For this to continue, it was recognized that experts need to take all necessary action to mobilize their national negotiators to ensure that transport is not only considered as an enabler of other sectors but is also a sector deserving specific attention and financing on its own.

(b) Multi-year Expert Meeting on Commodities and Development
(Agenda item 3 (a) (ii))

18. The Commission took note of the report of the Multi-year Expert Meeting on Commodities and Development (TD/B/C.I/MEM.2/27), which was presented by the Chair of the expert meeting. In reviewing recent developments in agricultural markets, experts noted that high food prices were driving continued food insecurity in net food-importing countries. They encouraged these countries to adopt adequate trade policies, pursue regional integration and increase support for small farmers.

19. In the minerals, ores and metals sector, experts predicted continued high prices for copper and other base metals, based on the reinforcing trends of sustained industrial demand from China, and a projected fall in global copper production from 2015–2017.

20. In energy markets, experts pointed to resurgent global demand for coal. It remains the cheapest fossil fuel, and new technologies have reduced the carbon emissions associated with its use. The natural gas sector is also booming, based on continued strong demand from Asian economies, and growing proven reserves of shale gas in the United States.

21. High minerals prices during the commodities super cycle have often exposed inequitable revenue-sharing terms in mining investment agreements. To avoid this problem in new agreements, experts encouraged the replacement of the customary stabilization clause with a renegotiation clause that is triggered when market conditions change. For existing projects, an amicable renegotiation should be attempted.

22. With regards to natural-resource governance, participants discussed the benefits of the Extractive Industries Transparency Initiative, the national implementation of which involves consensus-building, an identification of gaps in the governance framework, and the creation of information on physical and financial flows related to extractive activities, that would not otherwise exist.

23. In terms of spending windfall mining revenues, participants emphasized the need for investing in human capital. The long-time horizon of mining projects corresponds to that of investments in education. Sovereign wealth funds are another potential long-term policy tool, and can be effective savings vehicles if they are governed with discipline and foresight. However, sovereign wealth funds cannot substitute for a policy of equitable distribution of natural resource-based revenue among stakeholders.

(c) Multi-year Expert Meeting on Trade, Services and Development
(Agenda item 3 (a) (iii))

24. The Chair of the multi-year expert meeting presented the Report of the Multi-year Expert Meeting on Trade, Services and Development on its second session, 15–17 April 2014. The Chair said the focus of the multi-year expert meeting was on trade in services, in particular, liberalization of infrastructure services at the regional level and ways and means for harnessing development benefits of services liberalization and cooperation. The main message that emerged from the meeting was that the development of services sectors, particularly infrastructure services and access to them, supported by adequate policies, regulatory and institutional frameworks, were important enablers of inclusive and

sustainable development. This was considered to be even more the case today as services had become a major component of productive capacity, competitiveness and inclusive growth.

25. Infrastructure services are important as they provide the backbone of the comtemporary economy, thereby contributing significantly to global and regional value chains. They also play an important catalytic role in countries' economic and social goals and are a tool for the achievement of the Millennium Development Goals and future post-2015 sustainable development objectives. This is particularly important for developing countries, as indicated by their low score in key infrastructure indicators.

26. In relation to the Doha Round negotiations many speakers pointed out to a balance between the three areas of negotiations (agriculture, non-agriculture market access and services) while others said that progress in services should not be conditional on progress in other areas. Concerns were also expressed on the possible impact of plurilateral negotiations on the multilateral negotiations under the General Agreement on Trade in Services (GATS), and others expressed hope that the Trade in Services Agreement (TISA) objectives would spill over into the GATS negotiations. The opinion was expressed that TISA could not replace the WTO negotiations because of the limited participation of members.

27. On regional trade agreements, the speakers said that such agreements tended to lead to deep and comprehensive liberalization that raise important challenges for Governments to effectively reconcile liberalization efforts with national regulatory frameworks.

28. In response to the Chairperson's presentation of the report, a few delegations expressed appreciation for the high quality outcome of the multi-year expert meeting and thanked the secretariat for the useful and rich background paper and the meeting, and hoped that this would contribute towards ongoing negotiations in the WTO.

2. Report of the Intergovernmental Group of Experts on Competition Law and Policy (Agenda item 3 (b))

29. The Division on International Trade in Goods and Services, and Commodities presented the work of the Intergovernmental Group of Experts (IGE) on Competition Law and Policy at its thirteenth session. It was stated that the main areas of focus during this IGE were the relationship between competition policy and development, the effectiveness of competition agencies, internal cooperation, and capacity-building, including competition policy peer reviews.

30. The substantive discussion during this IGE thirteenth session covered the following areas: the role of competition in the global development agenda; the impact of cartels on the poor; priority-setting and resource allocation as a tool for agency effectiveness; and modalities and procedures for international cooperation in competition cases involving more than one country.

31. The IGE undertook three competition policy peer reviews for Nicaragua, Pakistan and Ukraine.

32. It was reported that an ad hoc expert meeting on consumer protection was also held to deliberate on the United Nations guidelines on consumer protection. In this regard, UNCTAD held consultations with member States, international organizations and other relevant stakeholders.

C. The role of international trade in the post-2015 development agenda
(Agenda item 4)

33. The UNCTAD Division on International Trade in Goods and Services, and Commodities presented the secretariat's background note on the theme (TD/B/C.I/33), which illustrated how participation in international trade acts as an enabler of a wide array of developmental goals. The secretariat explained that, when they are properly harnessed, the opportunities brought by international trade could, for example, create jobs, enable efficient use of resources, provide incentives to small and medium-scale entrepreneurs, and ultimately improve standards of living in all countries. International trade positively interacts with issues such as gender that are important for inclusive growth. Trade could also facilitate equitable spread of environmentally sound productive technology. Thus, international trade could be an "enabler" of sustainable development in economic, social and environmental dimensions. At this stage, however, the treatment of trade in the post-2015 agenda formulating processes was limited.

34. Many delegations acknowledged the development-enabling role of trade. Several delegations noted that the post-2015 sustainable development goals should incorporate strong interlinkages between trade and various development goals, including gender equality and poverty eradication, which were not adequately demonstrated in the Millennium Development Goals. Many delegations also stressed that there was a need to discern how best the role of trade could be addressed in the post-2015 development agenda in a way that it would effectuate the implementation of the sustainable development goals at the national and the international level.

35. A common interest expressed by a number of developing countries' delegations was how to ensure that international economic and trading environments would support, not undermine, the implementation at the national level of a coherent mix of policies on trade and development with a view to achieving sustainable development goals. In this respect, it was noted by some delegations that much remained to be solved to ensure that the treatment of trade in the post-2015 development agenda should go beyond the Millennium Development Goals. For instance, one delegation stressed that the multilateral trading system needed to become not only rule based, transparent and predictable but also to be equitable for all the countries. Some delegations stated that the expected benefits from the conclusion of the Uruguay Round had not been uniformly felt by all countries, and many developing countries, particularly LDCs, continued to suffer from certain "injustices" in the Uruguay Round outcome, such as the admittance of trade-distorting agricultural subsidies of developed countries. The Doha Round, at the time of its launch, had been expected to have developmental concerns at its core, but this has yet to be realized. The WTO Bali Ministerial Conference outcome was not seen as ideal by some developing countries because of the non-enforcing language used; however, it was seen as a positive step towards strengthening the trade-facilitation efforts in the WTO member countries.

36. Taking the post-Uruguay Round market-access conditions as an example, a number of developing-country delegations stated that tariff peaks and tariff escalation on certain exports, particularly in the sectors of most importance for them such as, for example, the agricultural and the textile and apparel sectors, continued to hamper their efforts to increase exports to achieve inclusive economic growth. Many delegations also noted the perceived inadequacy of the multilateral trading system to deal with non-tariff measures that are becoming more burdensome to trade in goods and services than traditional border measures. One delegation stated that "green trade" in various sectors, including agriculture, presented significant opportunities to developing countries to achieve sustainable development in all three dimensions. However, such exports are the most susceptible to non-tariff measures in importing markets, notably those involving national and

voluntary/private standards (for example, environmental, and sanitary and phytosanitary standards). At the same time there has been only limited technical and knowledge transfer from market countries in support of developing countries' effort to improve productive capacity, economic diversification and domestic entrepreneurship, particularly in the area of green trade.

37. With respect to the treatment of international trade within the context of the post-2015 sustainable development agenda, there was a general agreement among delegations on the need to reflect the role of international trade in the post-2015 agenda framework, but there were divergent views on how it could be done. One delegation suggested an approach to reflect the enabling power of trade as "the means of implementation" of the post-2015 development agenda, together with commitments for increasing financial and technical support (via, inter alia, Aid for Trade). There were general agreements among delegations as regards the importance of sharing the view of the "Geneva trade community" to the post-2015 agenda formulation processes that are largely taking place in New York, though there was divergence of views on how best such view could be transmitted to the process in New York.

D. Developing sustainable and resilient transport systems in view of emerging challenges

(Agenda item 5)

38. The Officer-in-Charge of the Transport Section, Trade Logistics Branch of the UNCTAD Division on Technology and Logistics presented the secretariat's note (TD/B/C.I/34) on the topic.

39. Freight transport is a key determinant of efficient market access, trade competitiveness and a country's ability to effectively integrate into global supply chains. With all countries depending almost exclusively on shipping to transport their imports and exports, promoting and maintaining sustainable and resilient freight transport systems is crucial. As regards to sustainability in freight transport, the need to strike a balance between achieving economic efficiency and viability, safe and secure infrastructures and services as well as environmentally friendly systems aimed at minimizing energy resource depletion, environmental degradation and climate change impacts was highlighted. In addition, freight transport needs to become more resilient in terms of adapting infrastructure, services and operations to a changing climate and environment, to ensure system integrity, service reliability and functionality, as well as rapid recovery after disruption.

40. Three other panellists, two delegations (Paraguay, Jamaica) and one non-governmental organization (the International Institute for Sustainable Development), also made presentations, which were followed by discussions. Panellists and several delegates stated that particular attention needs to be paid to the situation of geographically disadvantaged countries, including LLDCs and SIDS. LLDCs, for instance, often face isolation and distance from significant trade partners. They need closer cooperation with their coastal transit neighbouring countries to jointly design, plan and invest in transport infrastructure and services. LLDCs also have to use more expensive forms of transport (for example, road/rail), and make longer journeys, leading to increased uncertainties and delays. As a result, they suffer higher transport-related costs that negatively impact their ability to enter value chains at both the regional and global levels and further challenge sustainability and resilience agenda in freight transport. One delegation also mentioned the need for UNCTAD to continue its work on trade-facilitation issues including border crossings, custom harmonization, driver qualifications, and the like. A lot has been done since the adoption of the Almaty Programme of Action. The 10-year review conference planned for November 2014 will also provide an opportunity to take stock of the progress

made, particularly with respect to establishing adequate and well-functioning trade and-facilitation systems in LLDCs.

41. Panellists and some delegations noted that most SIDS suffer high transportation costs mainly related to difficulties of benefiting from economies of scale due to deficient transport infrastructure and technology. SIDS often share a number of common features that exacerbate their sustainable-development challenges. These may include: small populations, low availability of resources, limited domestic markets, remoteness from trade partners, susceptibility to natural disasters, excessive dependence on international trade and vulnerability to global economic shocks. One delegate pointed out that a further feature of SIDS was that road/rail transport was often insignificant, while their main modes of transport, namely air and maritime, unlike land transport, are not perceived to be the responsibility of the State. Therefore, there is a need to rethink this approach to ensure a greater role of the Government in devising sustainable and resilient transport systems in SIDS.

42. One panellist suggested strategies to be developed to mitigate constraints faced by SIDS in his region. These included: strengthening public finances; developing a competitiveness strategy for higher and more sustained growth in the future; radical upgrading of traditional sectors, especially tourism and agriculture; diversification into new areas of comparative advantage in industries and services; new forms of public–private partnerships (PPPs); fiscal consolidation, including improved procurement procedures; better revenue collections; and debt restructuring on more favourable terms.

43. One panellist and one delegation noted the importance of optimizing data use and encouraging data sharing, including among ports, customs, third parties, as well as among UNCTAD and other international organizations.

44. Panellists converged on the view that, particularly for LLDCs and SIDS, building national and regional capacities, including strong regulatory frameworks, institutional reforms, regional trade and development arrangements and global partnerships, is very important.

45. Two delegations stated that transport infrastructure funding constituted a considerable burden on their national budgets, competing with the financing needs of other vital sectors, and stressed the importance of increased financing, including through green bonds and other sources, to support the implementation of sustainable and resilient transport systems.

46. Some panellists and several delegations noted the importance of mobilizing finance to support the implementation of sustainable and resilient transport systems. One way to do that was through the use of PPPs to finance transport infrastructure. One panellist noted that PPPs are very complex, long-term contracts or arrangements under which governments work with the private sector to fund, design, build, operate and maintain public infrastructure and services. Most PPP contracts in transport are designed as concession agreements. They are usually related to large projects funded through project financing, and in addition to advantages, many risks are shared between the public and private sectors. Therefore, when structuring PPPs it is fundamental to have an accurate forecast of future long-term project revenue streams. This may become particularly difficult when developing countries are involved, since they lack capacity, operate on short-term plans, and have fragile economies. In addition, PPPs need to incorporate environmental and social risks and serve as a catalyst for sustainable development. In response to a delegate question, one panellist noted that the design phase of a project needs to be integrated in a more realistic manner into the "build, operate and transfer" arrangement, which is the most typical model of PPPs used in developing countries.

47. One delegate contributed to the discussion by providing a concrete example of the African response framework for enhanced regional integration by means of effective and efficient infrastructure networks, including in the domain of transport, as stipulated in the Programme for Infrastructure Development in Africa. Aid will continue to play an important role, but private sector contribution will be fundamental, as public aid budgets are coming under stress due to the economic crisis. Innovative financing tools will also be required, exploring the possibilities of blending grants with loans to promote private sector participation in project financing. In addition, particular attention should be paid to sustainability, multi-modality, improving transport sector governance, enhancement and promotion of project preparation, and increasing implementation efficiency in the partner countries.

48. One delegate suggested that, following the example of similar debates held in the United Nations General Assembly, the possibility of holding a debate on the revitalization of UNCTAD could be considered in the future, particularly to discuss on how it could better support initiatives such as PPPs. One panellist pointed out that any reforms should be discussed in a wider forum such as at UNCTAD's quadrennial conference. Attention was also brought to an ad hoc expert meeting scheduled for December 2015 on sustainable freight transport and finance being organized by UNCTAD.

E. Promoting and strengthening synergies among the three pillars
(Agenda item 6)

Presentation of the activity report of the Division on Technology and Logistics

49. The Director of the DTL of UNCTAD informed the Commission that all details of her presentation are fully elaborated in the Division's newly published activity report. This year's report introduces icons to facilitate reading and also to highlight the results and impacts achieved by the DTL's activities.

50. Cross-divisional capacity-building is an important component of the Division's work. In this context, the Director highlighted the importance of the regional courses on key issues in the international economic agenda for policymakers as well as the capacity-building efforts of the TrainForTrade programme.

51. In the area of research and analysis, the Director highlighted the forty-fifth edition (2013) of the *Review of Maritime Transport* as well as the tenth anniversary of the Liner Shipping Connectivity Index.[1]

52. In line with its support on the implementation of trade facilitation,[2] UNCTAD has assisted in the development of 29 national trade-facilitation plans.

53. As regards the ASYCUDA programme, the Director highlighted that ASYCUDA operates in 94 countries and territories (38 LDCs), and 66 per cent of financing is borne by beneficiary countries, which shows the clear advantages countries see in the ASYCUDA system.

54. The Director assured the Commission on the continuation of the synergies between the three pillars of UNCTAD's work on transport, trade facilitation and cross-divisional capacity-building, and mentioned that the secretariat is preparing the *Review of Maritime Transport 2014*, conducting research on SIDS, and studying best practices in trade-

[1] Available at http://unctadstat.unctad.org/TableViewer/tableView.aspx?ReportId=92 (accessed 14 May 2014).

[2] See http://unctad.org/en/DTL/TLB/Pages/TF/Committees/default.aspx (accessed 14 May 2014).

facilitation committees. She reaffirmed that UNCTAD is ready to assist the implementation of the WTO Agreement on Trade Facilitation and is continuing the delivery of training on the key issues in the international trade. The Director also assured the Commission of its participation and contribution in the next review of the Almaty Programme of Action and Samoa Conference in September 2014.

55. During the interactive debate that followed delegates appealed to partners and donors for their renewed support and funding. One delegated commended the innovations added to the DTL Activity Report and suggested that some of the graphical ideas could be used in other reports in the organization.

Presentation of the activity report of the Special Unit on Commodities

56. The Head of the Special Unit on Commodities (SUC) updated the Commission on the secretariat's recent commodity-focused outputs in its fulfilment of the Doha Mandate.

57. The current issue of "Commodities at a Glance" examines rare earth metals and will be published in late May. In parallel with the 2014 International Year of Family Farming, the 2014 *Commodities and Development Report*, the secretariat's major biennial report on commodities, will examine the key issues facing small farmers in developing countries, a topic whose importance was echoed by several delegates. The SUC will also publish the *State of Commodities Dependence*, its biennial statistics compendium, in late 2014.

58. The SUC sees significant value in organizing the Multi-year Expert Meeting on Commodities and Development. Unfortunately, the Intergovernmental Support Service budget provided for expert meetings has continued to fall and is only $6,700 in 2014. Similarly, funding constraints have restricted the SUC's technical cooperation work. Existing initiatives, such as the Sustainability Claims Portal, have stalled, and the Unit has been unable to respond to requests for new projects due to lack of funds.

59. Some delegates urged member States to explore innovative funding solutions to increase support for UNCTAD's expert meetings and for its commodities-related technical cooperation work.

60. On a positive note, the United Nations Development Account has pledged $641,000 to fund a project to improve production linkages in the mineral resources sector between the Economic Community of Central African States member States, and the SUC work on the UNCTAD Trust Fund Project on Iron Ore Information remains valuable and well supported by donors.

61. The secretariat noted the continued enthusiasm for its two public commodities conferences – the 2013 OILGASMINE conference, coorganized with the Government of Niger, and the 2014 Global Commodities Forum in Geneva. Both were well attended and provoked constructive policy debates. These events led to promising follow-on work for the SUC, such as a working group examining governance reform in the commodities value chain. Several delegates responded with interest about the working group, the terms of which the SUC is currently defining with group members.

Presentation of the activity report of the Division on Trade in Goods and Services, and Commodities

62. The DITC presented its activity report for 2013, including activities and efforts to promote and strengthen synergies among the three pillars of UNCTAD's work.

63. The DITC mentioned that this Division strives to bring about prosperity for all through international trade by helping developing countries, especially LDCs, and countries with economies in transition, use international trade as a tool for their inclusive and sustainable development and equitable and beneficial integration into the global economy.

64. Through interaction with member States and other stakeholders, and through global partnership initiatives, the Division generates, disseminates and supports the implementation of ideas, knowledge and practical solutions to maximize equitable and inclusive access to the benefits of globalization, including job creation, poverty alleviation and access to basic services. Such efforts are undertaken in the light of UNCTAD's universality, accumulated knowledge and expertise in international trade, its status as the United Nations focal point for the integrated treatment of trade and development and interrelated issues in the areas of finance, technology, investment and sustainable development, and broad mandates accorded by successive UNCTAD conferences.

65. The DITC then presented its activities and expertise in some major areas such as monitoring trade and trade policy, trade negotiations and commercial diplomacy, the gender dimension of trade, non-tariff measures, trade and maritime connectivity, international trade, climate change and sustainable agricultural development, the United Nations Forum on Sustainability Standards, competition law and consumer protection policies, and trade, environment and sustainable development.

66. One regional group asked that other relevant international organizations and stakeholders should be included in such debates in order to make the Trade and Development Commission more interactive. This was noted by the secretariat.

F. Other business

(Agenda item 7)

67. The Chair submitted to the meeting for its consideration the draft provisional agenda for the seventh session of the Commission. The Commission, at its closing plenary meeting on 9 May 2014, approved the draft provisional agenda for its seventh session, leaving pending the two substantive items that, in accordance with paragraph 204 of the Accra Accord, will be decided upon by the Trade and Development Board upon recommendation of the Bureau of the Board at least six months in advance of the seventh session of the Commission.

G. Closing of the meeting

68. Member States noted the constructive spirit of cooperation during negotiations and thanked the Chair for her able leadership of the Commission that led to the successful outcome of the meeting. In closing the sixth session, the Chair thanked member States and the secretariat for contributing to the success of the Commission.

III. Organizational matters

A. Opening of the session

69. The sixth session of the Trade and Development Commission was opened at the Palais des Nations, Geneva, on 5 May 2014, by Mr. Kazem Asayesh on behalf of the Chair of the Commission at its fifth session, Mr. Reza Najafi.

B. Election of officers

(Agenda item 1)

70. At its opening plenary meeting on 5 May 2014, the Commission elected the following officers to serve on its Bureau:

Chair: Ms. Filloreta Kodra, Ambassador (Albania)

Vice-Chairs: Mr. Thomas Fitschen, Ambassador (Germany)
Mr. Ralph Osterwoldt (Canada)
Ms. Magaly Bello de Kemper (Dominican Republic)
Mr. Rajab M. Sukayri, Ambassador (Jordan)
Ms. Wafa Ameuri (Algeria)

Rapporteur: Mr. Juan Carlos Sánchez Troya (Ecuador)

C. Adoption of the agenda and organization of work

(Agenda item 2)

71. At its opening plenary meeting, the Commission adopted its provisional agenda (TD/B/C.I/32). The agenda was thus as follows:

1. Election of officers
2. Adoption of the agenda and organization of work
3. Reports of expert meetings
   - (a) Reports of the multi-year expert meetings:
     - (i) Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation
     - (ii) Multi-year Expert Meeting on Commodities and Development
     - (iii) Multi-year Expert Meeting on Trade, Services and Development
   - (b) Report of the Intergovernmental Group of Experts on Competition Law and Policy
4. The role of international trade in the post-2015 development agenda
5. Developing sustainable and resilient transport systems in view of emerging challenges
6. Promoting and strengthening synergies among the three pillars
7. Other business
8. Adoption of the report of the Commission to the Trade and Development Board

D. Adoption of the report of the Commission to the Trade and Development Board

(Agenda item 8)

72. At its closing plenary meeting, the Commission authorized the Chair to finalize the report under her own responsibility after the conclusion of the meeting.

Annex I

Draft provisional agenda for the seventh session of the Trade and Development Commission[3]

1. Election of officers
2. Adoption of the agenda and organization of work
3. Reports of expert meetings
4. *
5. *
6. Progress report on promoting and strengthening synergies among the three pillars
7. Other business
8. Adoption of the report of the Commission to the Trade and Development Board

[3] An asterisk (*) indicates that the item is pending the recommendation of the Bureau of the Trade and Development Board (please refer to paragraph 67).

Annex II

Attendance*

1. Representatives from the following States members of UNCTAD and members of the Commission attended the session:

Albania
Algeria
Bangladesh
Barbados
Belarus
Benin
Bhutan
Brazil
Canada
Chad
Chile
Congo
Côte d'Ivoire
Cuba
Democratic Republic of the Congo
Dominican Republic
Ecuador
Egypt
Ethiopia
Finland
France
Germany
Ghana
Haiti
Hungary
Indonesia
Iran, Islamic Republic of
Iraq
Jamaica
Japan
Jordan
Kazakhstan
Libya
Madagascar
Mali
Montenegro
Mozambique
Nepal
Nicaragua
Niger
Nigeria
Oman
Pakistan
Paraguay
Peru
Philippines
Qatar
Saudi Arabia
Senegal
Serbia
South Africa
Sudan
Switzerland
Togo
Trinidad and Tobago
Turkey
United Kingdom of Great Britain and Northern Ireland
Viet Nam
Zimbabwe

2. The following intergovernmental organizations were represented at the Commission:

African Caribbean and Pacific Group of States
African Union
European Union
Organisation internationale de la francophonie
West African Economic and Monetary Union

3. The following specialized agency was represented at the Commission:

World Trade Organization

* For the list of participants, see TD/B/C.I/INF.6.

4. The following Non-Governmental Organizations represented at the Commission:

General category

Ingenieurs du Monde
International Institute for Sustainable Development
International Network for Standardization of Higher Education Degrees